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THE GENEALOGICAL SOCIETY OF WASHTENAW COUNTY, MICHIGAN, INC
POST OFFICE BOX 7155
ANN ARBOR, MICHIGAN 48107

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WASHTENAW COUNTY HISTORICAL SOCIETY - Founded December 17, 1857

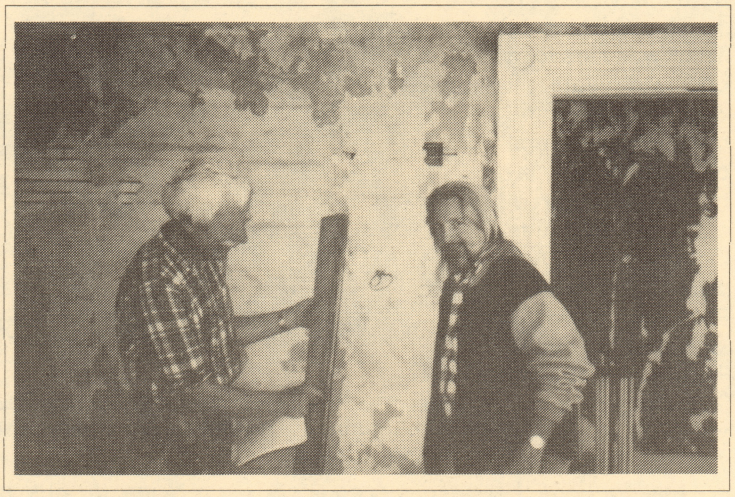
MAY 1998

WASHTENAW IMPRESSIONS

MUSEUM SHOP, SMALLEST ROOM IN HOUSE, FINISHED; GRANT WORK OFFICIALLY BEGUN ON INTERIOR JOBS

One room is finished! The museum shop space is now complete (see photograph). It is looking very nice indeed, with its fresh paint and newly stained shelving.

The counter tops and shelves were made from some very old oak boards that were donated to us awhile back by Dr. Thomas Cross. The door to the shop is a Dutch door, with a small counter on the lower half. When the shop is open, the top half of the door will swing back, allowing customers to view merchandise displayed inside.



Photos by Karen O'Neal

Carpenter Sean Woodcock (left) and Alan Gardulescu, owner ot The Renewal Company, inspecting a board that is about to be used to patch the floor.

The plans also call for an antique pie safe on casters that will sit outside the tiny shop to allow for the display of more items. When the shop is closed, the pie safe will roll into the shop to be locked up.

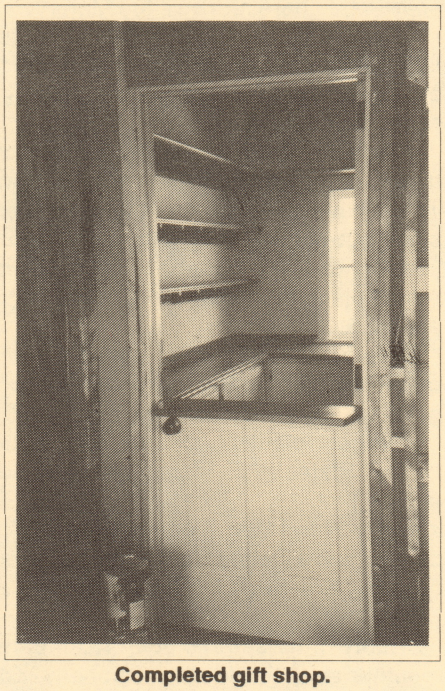
The design was worked out by Gary Cooper and Bets Hansen. They made efficient use of every inch. It is very nice to see this area transformed from plans on paper to reality.

Again, we thank Doris Anna Bach for the funds to complete the Museum Shop.

Work has now officially begun in the areas covered by our grant. There are a few fewer holes in the floor! Carpenter Sean Woodcock has begun by carefully toothing in flooring where needed, closing holes left by the removal of the old heating system.

We are so grateful to the Mosaic Foundation of Peter and Rita Heydon for the matching portion of this grant. They have contributed to so many good things in Ann Arbor. We are pleased that our Museum is one of them.

Karen O'Neal, 665-2242



Completed gift shop.

ANNUAL MEETING, DRAWING TO BE MAY 20 IN SALINE

WCHS will visit the Saline Area Historical Society's Depot Museum at 6 p.m. Wednesday, May 20 on its way to the annual potluck dinner meeting at 7 p.m. at Saline First Presbyterian Church.

The museum is off Ann Arbor-Saline Road at Bennett Street. The church is at 143 East Michigan Avenue. Someone from the church will talk about the history of the church.

The raffle drawing for the *"Princess"* Beanie Baby and five other prizes will be held about 8 p.m. Those attending are asked to bring a dish to pass serving 8-10. Table service, coffee and tea will be provided.

BEANIE BABY 'PRINCESS' RAFFLE NOW LICENSED

Did last month's Impressions confuse you?

We learned belatedly from a U.S. Post Office meeting that raffle tickets are not permitted to pass through the U.S. mails in any shape or form including payment for tickets.

Additionally, each raffle ticket must contain the registration or license number and ours had not yet been received.

So, at the last minute, just hours before the *Impressions* was to be printed we withdrew the proposed raffle tickets and changed a letter by President Susan Wineberg to give us time to decide if we could go forward with the raffle.

Our number arrived on Tuesday and Neil's Printing was able to run the proper raffle tickets in time for the antiques appraisal so Lisa Black had them available to sell.

We plan to have someone with tickets by the elevator at Kerrytown on Market Days, Wednesday and Saturday mornings until May 20.

STAINED GLASS TOUR WILL VISIT HISTORIC CHURCHES

The WCHS bus tour Saturday, June 13, will visit five or six historic Detroit churches to see their stained glass windows.

Barbara Krueger, stained glass historian and conservation consultant who was co-chair of the state stained glass census, will narrate the tour.

Churches will include St. Anne's Catholic, Trinity Episcopal, Christ Church, St. Joseph's Catholic and Trinity Lutheran where tourgoers will have a catered luncheon.

Luncheon will consist of Lahvash Roll-up Sandwiches with assorted deli meats and cheeses, side salads, dessert and beverage.

Tourgoers will board the bus at 8:30 a.m. at the Pioneer High School parking lot along South Main Street in Ann Arbor. The bus will return by 5 p.m.

Prepaid reservations required by June 5. The fee is $32.50 including lunch. To make reservations see coupon on inside back page. Information: (734) 662-9092.

YPSILANTI HELPED PUT AMERICA ON WHEELS

WCHS took a little Sunday spin in April to the Ypsilanti Automotive Heritage Museum.

There, seated cozily close to big shiny *Kaisers and Frazers, a Chevrolet Citation* and an *"almost"* Tucker, the audience heard Jack Miller, curator of the collection, relate some of the history.

Miller, born and raised in Ypsilanti and a graduate of Cleary College, owned the former Miller Motors Hudson dealership next door on East Cross Street in Depot Town. For 14 years he edited and published the *White Triangle News* put out by the Hudson, Essex, Terraplane Club.

The Automotive Heritage Collection was founded in 1995 by Paul Ungrodt, Jr., Peter Fletcher and Miller, to provide a place to show off Ypsilanti's automotive past.

They plan to expand by erecting a new building connecting the present auto museum to the former Hudson Dealership.

Ypsi's automotive past includes the Ace Car, *Preston Tucker--his home is two blocks* from here, the Kaiser-Frazer operation at Willow Run and all of the General Motors operations past and present and, of course, the Hudson dealer.

The Hudson dealer was in business from 1927 and on the site next door since 1933. They came here from Michigan Avenue at Water Street at the bridge. That was a brand new building and in the Depression the $200 a month payment was absolutely killing them.

"The building next door was abandoned. They got the heat going and some windows in it. It was $25 a month and its been there ever since.

"Ypsi's auto history goes back to the Michigan Crown Fender Company which did stampings for the automobile companies. They also made small space heaters--*there's one up in the corner graciously* provided by Ernie Griffin.

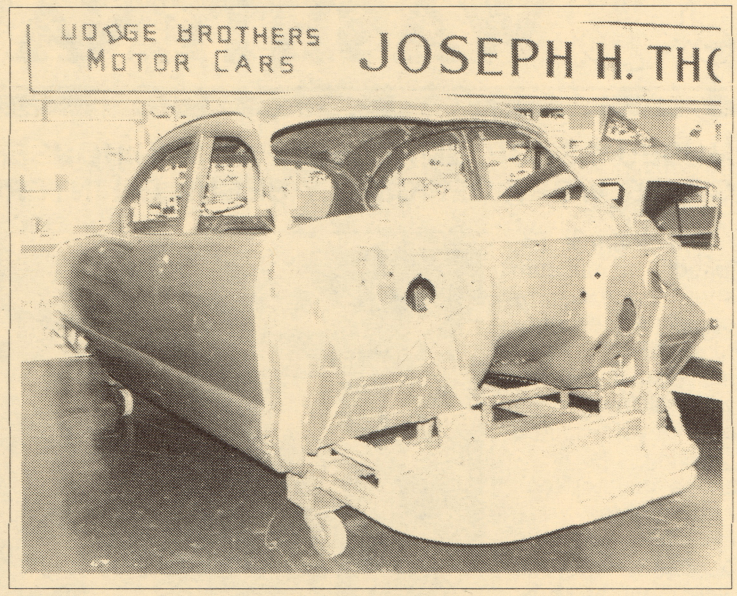
"The first auto that was in production here was the Ace car. It was made on South River Street behind the old Ypsilanti Press Building. There's very little known about the car. It lasted two years right after World War I, then they went broke.

"The only piece of sales literature that was produced on it and still exists showed a grandiose plan for a huge factory and a three-story office building. The Ace was actually built in a one-story wood and stucco building with final assembly and inspection under a tent. My father was a test driver down there.

"The Saxon Duplex was here for a very short period of time--maybe six months. They had basically gone broke once they spent all their money on a new factory in Detroit which they never occupied. They sold it to GM, then their creditors took all their money away from them.

"The Commerce Truck was here for a couple of years. It was purchased and merged with several other truck companies and left the area.

"Later in the same location as the Ace plant was Motor State Products, originally known as the Golde Patent Company. John Langer's grandfather, Alfred Langer, was making convertible tops for Ford. He had designed a top with a multifold that you could conceal.



Photos by Lynda Hummel

Kaiser "body in prime" loaned to museum. Owner said it was the last body built during the 1953 model run. It had been in storage 44 years near downtown Ypsilanti.

"Henry Ford told him he could sell more tops if he were closer to the auto industry so he came here and built the Motor State plant in 1930. That lasted until about the late 1960s. At that point the convertible top business had gotten so good they built a second plant at Adrian.

Just a few years later the convertible died and they closed the Ypsilanti plant. There have been various things in there since but nothing that lasts more than a year or two. They operate today out of the Adrian plant, producing tops for five different autos.

"You are familiar with Henry Ford and the building of the Bomber Plant out here at Willow Run. An interesting fact--it still is the largest plant under one roof in the United States, *100 acres or 4,800,000* square feet.

"After World War II bomber production ceased and a Detroit News story came out saying 'Ford Sees No Future for Willow Run.'

"Henry J. Kaiser and Joe Frazer came together and formed a car company, Kaiser with the clout to get the money and the Willow Run plant, Frazer with the automotive expertise. (He had been president of Willys-Overland and associated with Graham-Paige.)

"But within two-and-a-half-years the auto people were abandoning the Kaiser-Frazer operation and the Kaiser Industries people from California, the 'Orange Juicers' as they were known, had taken over.

"What happened was, as the company got going, the auto people would say, 'no, no, no, you do it this way.' But you never opposed Henry Kaiser. He was the ultimate man. So the auto people were fired. Joe Frazer was gone by 1951, the same year his car disappeared.

"In the history of Kaiser, the more cars they produced, the more money they lost--it's supposed to work in reverse!

"I can remember as a kid that they overproduced so badly that they could not contain all the cars within the fence lines of Willow Run Airport. They were storing cars between the fence line and Ecorse Road.

"Now the plant belongs to GM Hydra-Matic--or Powertrain as it is known today, and all of a sudden they are very interested in their past because their 60th anniversary is coming up next year.

"One of our volunteers is a Powertrain employee and he's been given the job of pulling this all together and making displays in five Powertrain plants plus their new headquarters in Pontiac.

"In the former Kaiser Commissary at Willow Run, now used as a storage area by GM, he found records, artifacts, give-aways including the original specifications and a photo album about when GM made the deal with Kaiser.

"It would have been good if it had been available a couple years ago when they wanted to clean up Willow Creek. No one even knew where Willow Creek was. The information was all right there in a thick manual.

"There's also a photo in there taken from the roof of the plant looking sort of northwest and all you can see to the horizon is

a sea of Kaisers.

"The Kaiser, of course, lost money and went broke. They obtained a government loan and bought Willys-Overland Motors in Toledo. They built cars about another year-and-a-half, then transferred to Argentina where they did very well.

"At the time Kaiser was going broke and wondering what they were going to do with the Willow Run plant GM had a disastrous fire in Livonia. The Livonia Hydra-Matic Plant was only a couple of years old and they were already talking about doubling the size.

"GM ended up with a plant four times the size they wanted. They have been at Willow Run since 1953.

"It took exactly 12 weeks from the day of the fire for them to resume production out there.

"A lot of people including myself thought GM purchased it on the spot but actually they leased it for a few months and then bought it.

"Kaiser had paid $26 million for it, an absolute bargain and I believe they got their money back when GM bought it.

"The area of the plant that was known as aircraft engineering or aircraft spare parts became Kaiser engineering and later on (late 1955) the plant to produce heavy duty special order Chevrolet trucks. They built those trucks for a couple of years, then they decided to enter the small car field. They came up with the Corvair.

"They took that original truck plant and quadrupled the size of it and called it Fisher Body. They went directly across the rail siding and built a new plant for Chevy to operate and assemble the cars.

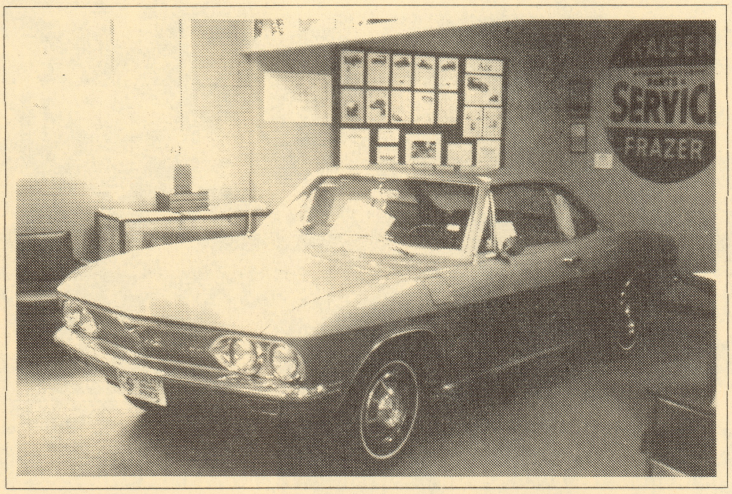
"Of course you know the story about Ralph Nader and the Corvair supposedly being unsafe and rolling over. They built almost 1,800,000 Corvairs at Willow Run. The Chevy Nova was phased in at the same time. They built almost 700,000 Novas out there.

"The black car here is a Pontiac Phoenix which is nothing but a Chevy Nova with a Pontiac grill. Later they built some of the front wheel drive GM cars--the Bonneville and Olds 88s. The last job out there was the rear-wheel drive Chevy Caprice."

He pointed out a Chevy Citation and commented, "We like to brag we're the only museum in the world with a Chevy Citation in it."

"They sold a ton of them the first year but they were so bad they never recovered after that. It had tremendous problems--brakes, transmissions, engines. Of course that car served for several divisions--they made Pontiac, Olds and Buick versions.

"Today we like to point out that this Citation is a one-owner car, sold by the Chevrolet dealer here, made here, always in Ypsi and doesn't have many miles on it, probably one reason its still running.



This 1969 blue Corvair Monza was built in the last three weeks of Corvair production. It has 531 miles on it.

"The black Pontiac Phoenix by the way is a one-owner car with a complete paper trail--that is the person who bought it, John Sawruk, is a Pontiac Division engineer and is the official historian of Pontiac.

"About one-and-a-half years ago he called me one day and said the Phoenix is in bad shape but he would be willing to give it to us if we would be interested. We went and got it.

"Presently the museum owns 17 vehicles. Two are out being restored. We also own a Chevrolet fire truck that was part of the fire department in Hydra-Matic for approximately 44 years. It's now in storage off site.

STILL THE LARGEST

"You are familiar with Henry Ford and the building of the Bomber Plant out here at Willow Run during World War II, Jack Miller said. Its an interesting fact-it still is the largest plant under one roof in the United States, 100 acres or 4,800,000 square feet.

"We have two items I consider the crown jewels of the museum. One is the little blue Corvair in front with 531 actual miles on it. It was built in the last three weeks of production.

At that point all the Corvairs were being hand-built, not on an assembly line, one-and-a-half cars an hour. They were built by a selected crew of old employees that knew the Corvair and wanted to participate in the last production. They were built in what was known as the pilot area of the plant. GM just wanted to build out the parts supply.

"Ordinarily, GM never built cars on speculation--they were always built to order. All other car companies built to keep the plants running.

"The Tucker behind you is not a real car--it's a full size fiber glass replica. If you saw the movie, "Tucker, the Man and His Dream," Jeff Bridges, playing Preston Tucker, drove it out of the plant.

"They built four of those. They sat on a 1975 Ford LTD chassis. This is the only one that had an engine and transmission in it. It was driven by a stunt driver.

"When you look at it, you may note it has a ten gallon gas tank bolted to the floor and an LTD steering column. The lights work. When Lucas Films gave it to us they removed the engine because they didn't want us to drive it. It was very unsafe. They didn't want any lawsuits.

"The four were used in assembly line scenes. All four showed evidence of having at least four different colors on them. The rest of the assembly line autos were life size photographs--no real Tuckers were used.

"The only real Tuckers were in the last scenes where they paraded around the Federal Courthouse. Those were the 27 Tuckers owned by Tucker Club members which were transported to San Francisco. The owners were flown out there also and wined and dined.

"Incidentally, none of the movie was filmed here. It was all in the Bay area. The 'Tucker Plant' was an abandoned Ford Plant, the 'Federal Courthouse' was the San Francisco Public Library.

"One of the gentlemen who has helped us get this going is Preston Tucker's grandson who lives in Ann Arbor and is getting ready to open a coffee house-auto memorabilia-bookstore in Depot Town. It will be called Tucker's Cafe and will open about May 18.

"John Tucker, Jr., who is about 43 years old, was a major consultant to Lucas Films on the movie, and was present for a lot of the filming.

"At the ending of filming, George Lucas gave a gigantic party at his ranch, called Skywalker, just north of San Francisco, for everybody, all the Tucker owners, actors and support staff. The four fiber glass cars were stored at the ranch until they decided

to get rid of them and we got this one.

"The other crown jewel that I refer to is the Kaiser 'body in prime' (paint).

"Ken and Blanche Mericle lived on Denton Road in Belleville ever since they came to Michigan. Ken worked at Kaiser-Frazer as customer service manager. He lived and breathed Kaisers. When they closed the plant that body was in engineering. Kenny obtained it and it had been in storage in Ypsi for 44 years.

The museum's 1963 red Chevy II Nova was built at Willow Run.

"The way it came to our attention, the Museum and Ypsilanti Convention and Visitors Bureau co-sponsored an orphan car show last year--cars no longer made, parent companies out of business. Blanche Mericle came as a representative of the Kaiser-Frazer Club.

"Just in conversation she said she would have to do something with Ken's body.

"Ken had passed away. I said 'Isn't he over in Belleville Cemetery?'

"Oh, no, no, no," she said, "the body that he bought out of the plant."

"I was all ears. It became kind of a standing joke at monthly planning meetings for the first orphan car show. There was a lot of kidding that Jack was hot for Blanche's body.

"It came down to the day before she and her daughter and son-in-law were leaving for the national Kaiser convention. She had gone to the storage garage where they had some parts stored.

"Kenny had taken every file folder out of his department when the plant closed. The garage was packed with folders and paper work and about 60 cases of K-F annual reports they never used.

"Every winter when the sun came out and the garage sweated the paper work absorbed all the moisture like a sponge so the body was in perfect condition.

"That day she found that the gentleman who had bought the property had stored some redwood furniture in the loft overhead and something up there had fallen down on the car body.

"That day we got the body. It sits on its original body dolly. There's some stuff on the front that looks like scum. That's paint that we chipped off. Let's say they had a thousand dollies. They were constantly going through the paint ovens as production was going on.

"The joke among Kaiser owners about that body is it has a spare tire well in the trunk. That was the first thing to rust out on a Kaiser. Most of the owners had never seen a Kaiser tire well.

"My father was involved in the Hudson dealership from 1933 until we closed it in 1958. At that time Hudson and Nash had formed American Motors. We ceased being a dealer when they gave us the ultimatum--go out and build a big new building on Michigan Avenue or Washtenaw.

"From that point on we were in the used car business. We were out buying and retailing a few used Hudsons and other makes. You could buy them cheap and sell them cheap and they were reliable cars.

"I got interested in restoring a couple of cars and started to look for parts. Our parts stock had been sold to a Ford engineer who lived where Hudson's Westland Mall is now on North Wayne Road. He drove Hudsons all his life.

"In 1980 I asked if he would sell our parts stock back to me. He agreed. He had also bought about four other dealer's stock. He had used nothing--just acquired them. Naturally they had appreciated in value.

ANN ARBOR CAR--ONE OF A KIND

There was once an Ann Arbor Car of which one survives, Miller said. Arthur French, who owns it, said they were built at Wildt and Summit Streets in Ann Arbor where Ann Arbor Bearing is today. The cars were built in a building no longer there.

As to how many were built, Art has heard anywhere from 3 to 11 in 1911 and '12. His is a 1911.

"At that point I got into the parts business and we chased all over the country dragging parts out of lofts, barns , basements or wherever we could find them.

"As the museum grew, I got in negotiations with a few friends who were Hudson collectors and one gentleman bought my parts stock. It filled two 45-foot semis when he moved it.

"That was the best thing I ever did. The phone was beginning to grow on my ear. Every morning there would be 18-25 voice mail calls from all over the United States and the world.

"We still buy and sell a few Hudsons but without the parts business there are a few more hours in the day. I have been able to complete restoring one car and start another.

"According to our present plans which could very well happen by fall we will build a 4,500 square foot building on the vacant lot next door and connect it to the museum and the Hudson dealership and open the walls so it will all be one. We have a model of what we plan to do up front.

"May 5 we'll go to the city Historic District Commission and the city Building Inspector for approval , of plans.

"Several of our volunteers are former employees of the Hydra-Matic plant and Corvair plant. We have one gentleman who was a mid-level executive with Ford who likes to come in."

In response to questions, Miller said the Tucker movie, led everyone to believe that GM was the culprit. He doubted GM was worried about Tucker who only built 51 cars. By the end of 1948, Kaiser-Frazer had built a quarter million cars.

"The Tucker was basically side-tracked or undone by one person--Senator Homer Ferguson, Republican of Grand Rapids. He was ending his career in the Senate and wanted to be governor of Michigan.

"The Ferguson family were big investors in Chrysler Corporation and the Senator had this fixation about people who got a lot of publicity--he viewed them as an adversary.

"Senator Ferguson got the Securities and Exchange Commission to investigate Tucker. Tucker was a flamboyant individual so right away they looked at that.

"They dragged him through the mud, bankrupted him, broke him and ruined his reputation so he couldn't continue but when it was all over they found absolutely nothing wrong with the stock sale.

"One of the things they keyed in on was Ypsilanti Machine Tool Company, which is Marsh Plating today. They were doing the assembly work on the Tucker engines. The investigators took that as a diversion of funds because Ypsilanti Machine Tool was owned by Preston's mother, Mrs. Holmes.

"Some referred to the Henry J as beautiful, some as ugly. It was one of the first compact cars but it was over-priced by about $300. It was originally intended to sell for $1,200. I think the base price was

$1,577.

"The first year it sold well. The six cylinder model was a good car, the four cylinder one was like a lawn mower with a body on it--it vibrated and shook and, as with everything else in the Kaiser operation, the overhead was so fantastic they couldn't compete.

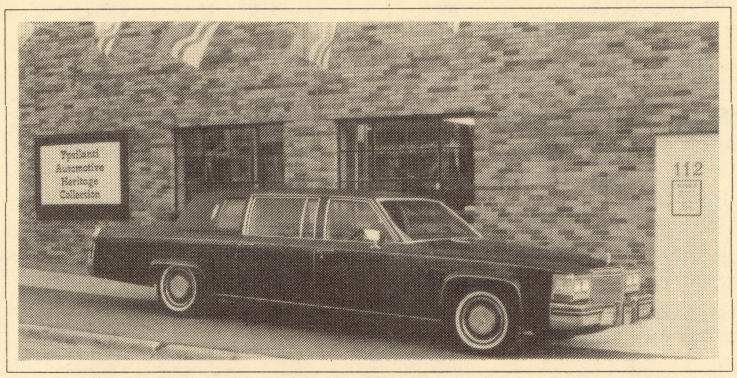
"The Nash Rambler was selling well and it was priced right. The Kaiser Dragon (a cream colored Dragon is in the collection) was $3,900 list price in 1953. You could have bought a DeSoto, a Packard Clipper, a Hudson Hornet, a Buick Super or an Olds 98 for less.

"The Dragon was a beautifully styled car, a decent running car but it had no performance and at that point, performance was becoming a big factor in auto sales.

Kaiser-Frazer also made the Darrin, a sports car with a fiber glass body and the doors slid into the front fenders. They were all built at Jackson. They made 475.

"Blanche still has the Darrin her husband had as well as a Henry J and a Kaiser Traveler, a four door sedan. The Traveler had a tailgate instead of a trunk. You could fold the back seat down and haul most anything.

"The Hudson was made on the east side of Detroit at Jefferson and Conner. J. L. Hudson, of department store fame, was one of the investors. One of his nieces married Roscoe Jackson, one of the founders.



The Automotive Heritage Collection has acquired a former Detroit Tiger limousine, a 1984 seven passenger Cadillac. That was the last year Cadillac manufactured the Commercial Chassis.

"The shell of the Bomber Plant is still the same. The only thing they've done inside is create some fire walls to meet insurance regulations. Offices are still maintained on the inner balconies. Powertrain engineering is in the engineering building. The steel water towers have disappeared.

"Kaiser made a version of the Henry J called an All State sold through the Sears Catalogue. They made about 1,500. According to Kaiser records a lot of them went to the South and Southwest. None of them were ever sold in Sears Stores around here.

"We do a drive-by pass in review at the orphan car show. One of our narrators is Bill Tilden from Atlanta who is the acknowledged Kaiser-Frazer expert.

"There is also a wonderful book out, 'The Last Onslaught On Detroit', by Dick Langworth. Its full of photos from Kaisers. Its very, very factual, probably 99 percent correct.

"When Kaiser left Willow Run he took everything to Toledo. When Kaiser Jeep Corporation was sold to American Motors, the Kaiser people retreated to Kaiser Industries in Oakland, California. They took all the Kaiser records and historical files with them.

HOW TO JOIN

Send name, address and phone number with check or money order payable to WCHS Membership, c/o Patty Creal, Treasurer, P.O Box 3336, Ann Arbor, MI 48106-3336.

Annual dues are: individual, $15; couple/family, $25; student or senior (60+), $10; senior couple, $19; business/association, $50; patron, $100. Information: 662-9092.

IS YOUR NAME ON OUR SIGNATURE QUILT YET?

Our signature quilt will be available at the annual meeting for anyone who wishes to sign it for $20. If someone wishes to sign but cannot come to the meeting, Karen O'Neal says she would be happy to have them call her and she will arrange to bring it to them to sign.

THANKS TO ARLENE SCHMID FOR WORK WITH SCHOOLS

Arlene Schmid who has been chairman of the traveling *"What's It"* games and school loan boxes is retiring from that assignment, and we will miss her.

In recent months she has taken the game and *"From Hats to Spats"* loan box to Lawton School; "Spats" to Allen School; and "Life Before Electricity" to Abbott School. In May she will take the game to three classes at King School and one at Dicken and Allen again with both boxes and game.

STAINED GLASS TOUR OF HISTORIC DETROIT CHURCHES SATURDAY JUNE 13, 1998

Fee $32.50 each Reservations due by June 5. Send check or money order to: WCHS Tour, P. O Box 3336, Ann Arbor, Michigan 48106-3336

Please make reservations for ____ persons. Total enclosed $_____.
If you desire vegetarian alternative luncheon, check here _____.

Name (s) _____

Address _____

City,State,Zip _____

Phone _____

Please list names as you wish them to appear on name tags:

_____

_____

SLATE OF NOMINEES

The WCHS Nominating Committee recommends re-electing the following officers for the coming year:

President: Susan Wineberg
Vice-President: Ina Hanel
Treasurer: Patty Creal
Recording Secretary: Judy Chrisman
Corresponding Secretary: Pauline Walters
Editor: Alice Ziegler

Nominees for three year terms on the Board of Directors are Rosemarion Blake, Ginny Hills, Tom Nanzig and Esther Warzynski.

Directors who are serving terms until 2000 are Lucille Fisher, Peggy Haines, Karen Simpson and Jay Snyder. Serving terms expiring in 1999 are Art French, Nancy McKinney, Karen O'Neal and Peter Rocco.

ANTIQUES APPRAISALS BY DuMOUCHELLE GALLERY ANOTHER SUCCESS

The appraisal event Saturday, April 25 at Dixboro Methodist Church drew 55 participants and WCHS gained $1,173 from fees paid for evaluation of their treasures.

Mr. Lawrence DuMouchelle and Ms. Corrine Henzi donated their Saturday to help us with this fund raising event. Pauline Walters coordinated the event for WCHS.

We also wish to thank Patty Creal and Susan Wineberg for collecting fees and assigning numbers; Lars Bjorn, Susan's husband, setting up tables; Rosemarion Blake for picking up Lahvash sandwiches from the YES Shop on Plymouth Road; Esther Warzynski and Elizabeth Dusseau, selling refreshments.

Thanks to Judy Chrisman and Nancy McKinney for bringing a selection of articles from our collection to display, also helping with set-up and clean up afterward; and Lisa Black for manning the book sales table and selling raffle tickets for the Beanie Baby *"Princess"* raffle May 20.

ARTIFACTS TO DONATE?

Anyone wishing to donate an artifact to WCHS may contact Judy Chrisman, collections chair, at 769-7859 or by mail, 1809 Dexter Ave., Ann Arbor, MI 48103.

Dennis Dahlmann of Dahlmann Properties, 300 South Thayer Street, Ann Arbor, Michigan is co-sponsor of this issue of *Washtenaw Impressions.*

WCHS THANKS BUSINESSES FOR THEIR SUPPORT

The Ervin Foundation, Edwards Brothers, and Neil's Printing, all of Ann Arbor, Deborah Royal of Strategies Marketing and Design, Ypsilanti; Chelsea Milling (Jiffy Mix),Chelsea and Dennis Dahlmann, Dahlmann Properties, Ann Arbor have all co-sponsored an issue of the *Impressions* during 1997-98.

The following businesses are patrons of the Society: Ed Surovell, Realtors; ERIM,(Environmental Research Institute of Michigan); UMI (University Microfilms); Ann Arbor Commerce Bank, Detroit Edison and John Leidy Shops.

Four others have business memberships: University Bank, Peaceable Kingdom, Meijer and Enterprise Development Fund. all of Ann Arbor. WCHS is grateful for their support.

CHURCH CELEBRATES SESQUICENTENNIAL

WCHS President Susan Wineberg presented a framed anniversary certificate April 19 to the Ann Arbor First Congregational Church in honor of its sesquicentennial. It split off from the Presbyterian Church and chartered its own congregation March 23,1847.

The church is celebrating the anniversary this spring because the date slipped by last year when the church was looking for a new pastor upon the retirement of longtime pastor, the Rev. Terry Smith. Their new pastor is the Rev. Robert K. Livingston. The present church at State and William Streets was dedicated in May 1876.

AROUND THE COUNTY

Salem Historical Society: 7:30 p.m. Thursday, May 28,, at Jarvis (South Salem Stone School), corner of North Territorial and Curtis Roads. Program: "A History of Croquet," by Terry Cwik.

Historical exhibit at Salem Township Hall during Flag Day celebration June 12-13. Hours 9 a.m.-9 p.m. Friday and 10 a.m.-4 p.m. Saturday.

Saline Society: Depot Museum open 10 a.m.-2 p.m. Saturdays or by appointment. Call 429-9621.

Webster Society: 7 p.m. Monday, June 8, annual potluck picnic at the home of Heloise Dunstan, 5030 W. Huron River Drive. Questions? Call 662-4100.

Ypsilanti Society: Museum, 220 N. Huron St., open 2-4 p.m. Thursdays, Saturdays and Sundays. Archives open: 9 a.m.-noon Monday-Friday.

Automotive Heritage Museum in Depot Town open: 2:30-6 p.m. Wednesday-Friday, 10 a.m.-4 p.m. Saturday and noon-5 p.m. Sunday.

WCHS HAS 74% OF POINTS NEEDED FOR MEMORY BOOK

WCHS now has 14,938 Bill Knapp's Restaurant points, 74% of the 20,000 needed for a memory book to record names of donors to our Museum on Main Street.

Anyone who eats at Knapp's may request a yellow points slip from the cashier each time. One point is given for each dollar spent. *Please give or send to Alice* Ziegler, 537 Riverview Dr., Ann Arbor, MI 48104.

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WASHTENAW COUNTY HISTORICAL SOCIETY
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WASHTENAW COUNTY HISTORICAL SOCIETY

VISIT SALINE DEPOT MUSEUM

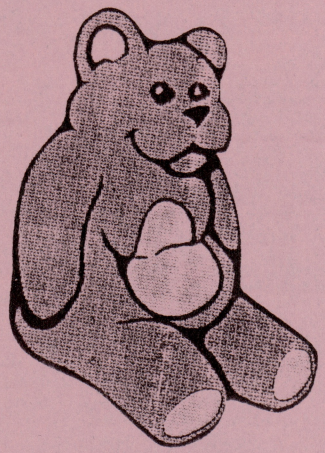
6 p.m. Wednesday May 20, 1998
Annual Potluck Dinner 7 p.m.

FIRST PRESBYTERIAN CHURCH
143 East Michigan Avenue
Saline, Michigan

RECEIVED
MAY 15 1998
61086

GENEALOGY SOCIETY OF WASHTENAW COUNTY
P O BOX 7155
ANN ARBOR MI 48107-7155

HAVE WE GOT A DEAL FOR YOU!!!



You have been reading about the **"Princess" Beanie Baby** that was donated to WCHS by the owners of the Dixboro General Store. The Society will raffle the "Princess" and other prizes at the Annual Meeting on Wednesday, May 20th. The purpose of the raffle is to raise funds for the Museum. We still have almost 1,000 tickets to sell and only a week remaining before the raffle drawing!

So, our deal to you:
we are reducing the donation per ticket to $3 or four for $10. If you wish to make a donation and take a chance on winning the **"Princess" Beanie Baby** and/or the other prizes, please call: (734) 663-2379 and tell us how many you would like.

Then mail a check to:

WCHS Museum Fund, c/o Pauline Walters
2200 Fuller Court - #1202
Ann Arbor, MI 48105-2307

We will write your name and phone number on a ticket or tickets and include them in the drawing at the Annual Meeting.

For those persons who have already purchased raffle tickets, thank you! We will double your chances by filling out another raffle ticket in your name for each one you have already paid.